STOCK MARKET GOSSIP

Important Interests Believed to Be Committed to Bull Side.

Similarity Between the Present Con-

underlying the market are undoubtedly in many respects the present \$1.018 \$77 as compared with the corresponding period of the previous year, and next that there were phenomenal as scored by most of the then the scored by most of the the scored by most of the then the scored by most of the trend of affairs is not unlike the great bull market of 1880, when, notwithstar 1ing the fact that there were phenomenal advances scored by most of the then run made enormous profits.

A far-reaching reaction has already oc curred in the present bull market. It may not be that the insiders have re-accumulated all the stock that they desire, and for this reason there may be erratic fluc- an increase of \$29,266. tuations in the near future, but apparently prices are bound to see much higher marks before the banking interests have completed their campaign. Following the St. Paul deal there are pending transactions in the anthracite coal roads, the Southwestern group of railways and the inevitable sertlement of the threatened steel war.

Business conditions are almost everywhere excellent. Bank clearings and railroad earnings continue to reflect growing presperity throughout the country. Railroad earnings compare with a heavy traffic movement a year ago, but almost with-. out exception the comparison is in favor of the current period.

Orders for new cars furnish additional evidence of the progress among the railroads. In the week just closed the North-

The from and stoel trade shows improvement. Heavy buying of pig iron at advancing quotations was a feature of importance of the last week that not only served to call attention to the fact that the demand for finished products is increasing but also to the improbability of any trade disturbance through aggressive

Baltimore Choice Family, \$4.60; Maryland, Virginia, and Pennsylvania Super, \$2.306 pense, was established about fifteen years pense, was established about fifteen years ago, for the purpose of affording shelter to veteran soldiers and sallors who come to the last was leady. Stock in Salora that Government expense, was established about fifteen years deviced as a super state of the District, at Government expense, was established about fifteen years deviced as a super state of the District, at Government expense, was established about fifteen years deviced as a super state of the District, at Government expense, was established about fifteen years deviced as a super state of the District, at Government expense, was established about fifteen years deviced as a super state of the District, at Government expense.

	served to call attention to the fact that	Pennsylvania Painty, cassignous, City	to ventan somers and sanors who come	OT.
	the demand for finished products is in-	Mills Super, \$2.50@3.65; Rio Extra, \$3.75@	to Washington to establish claims for pen-	les
	creasing, but also to the improbability of	3.90. Rye flour, medium to choice, \$3.00@	sions. Every year there are hundreds of	80
	any trade disturbance through aggressive	3.25.	o'd soldiers and sailors who come to the	ch
	competition between the Carnegie com-	Onts-The market was steady. Stock in	National Capital to endeavor to establish	
	pany and other concerns. The general	elevators, 343,787 bus. White, No. 2,	their rights and have a pension issued. It	pi
	business outlook is encouraging to holders	31@31 1-2c; do, No. 3, 30@30 1-2c; do, No.	is the rule rather than the exception that	in
	of investments, and speculation should	4, 29@29 1-2c; do, ungraded, 29@31 1-2c;	they are in indigent circumstances.	la
	soon drift from the hands of the pro-	mixed, No. 2, 28@28 1-2c; do, No. 3, 27@	Before the home was established often	in
	fessional element to substantial market	27 1-2c; do, No. 4, 26@26 1-2c; ungraded,	they came to Washington to urge their	wi
	interests.	26@28 1-3c.	claims before the officials of the Pension	ch
		Rye-The market was quiet. Stock in	Office. The intricacles of the departments	in
	New York Stock Market.	elevators, 143,811 bus. No. 2 rye, in car-	and the endless amount of red tape en-	no
	Corrected daily by W. B. Hibbs & Co., mem-	lots, 51c; No. 3 rye, 48c; No. 2 Western	countered often made their stay a pro-	dr
	bers of the New York Stock Exchange, 1419 P	rye, 51 for spot, and about same price	tracted one, and their siender finances	ac
	Street.	for January rye. Bag lots nearby quota-	were in many cases exhausted long before	W
	Open. High. Low. Clos.	ble at from 45@51c per bus, as to quality	the claim for a pension had made much	by
	10're 40% 40% 40% 41%	and condition.	progress. The local members of the G. A. R. were loyal friends in need at these	
	Wire mid		times, and extended willingly a helping	CO
	American Sugar	Hay-Market firm. No. 1 timothy, \$16.50	hand to their unlucky comrades.	124
	American Tohacco 115 115 114 114	@ 17.00; No. 2, \$16.00; No. 2, \$15.00@15.50;	About fifteen years ago it was suggested	pl
	Atchison. 45% 46% 45% 46%	No. 1 clover, mixed, \$15.00@15.50; No. 2	that a home where soldiers and sailors	m
	Atchison, pfd. 85 854 845 854 B. & O. 88 885 876 885	clover, mixed, \$14.00@15.00; No. 1 clover,	who came to Washington should be pro-	Bi
	R & O	\$15.00@15.50; No. 2 clover, \$13.50@14.50.	vided with food and shelter till their mis-	at
	B. & O.,ptd 86 86 86 86 Brooklyn Rapid Transit 77% 78% 76% 78	Straw-Market dull. No. 1 straight rye,	sion here should be accomplished. The	pl
		new, \$13.00; No. 2 do, \$12.50; tangled	idea met with hearty endorsement, and	RI
	C. C. C. & St. L 75% 75% 74% 75%	rye, \$8.50@9; wheat, \$6.50@7; out struw,	the G. A. R. posts united and organized	St
	Chicago D + () 14% 14% 14% 14%	\$7.50@8.	the home. It met with great success	100
	Chicago & Northwestern 1774 1774 1774 1774	Mill feed-Market firm, Lightweight	from the first. For two years it was sup-	n.t
	C., M. & St. Paul	bran, \$17.50; medium, \$16.50; heavy do.	ported by voluntary contributions, and	fo
	Chicago P I & Pacific 11th 1712 110% 1913	\$15.50; middling, \$15.50 (latter for	then an appropriation—a small one—was made by Congress for the maintenance of	Ti
	Chicago & G. Western 17% 17% 17% 17%	lightweight, all track); spring bran, in !	the home.	Ge
	Chicago & G. Western 17% 17% 17% 17% 17% 17% C.F. & I. 46 46% 45% 45% 45% Consolidated Gas 192% 192% 192% 192% 194%	200-lb sacks, \$17@17.50; do in 100-lb sacks,	The local G. A. R. still retains the direc-	nt
	Consolidated Gas 192% 196% 192% 194%	\$17.500r18; City Mills middling firm at \$18	tion of the home. The board of directors	11.73
	Centinevtal Tolucco 44% 44% 45% 45% 44%	per ten.	is composed of members from the various	đu
	Con. Tobacco, pfd 94 94% 94 94%	Grain freights-Market quiet. Liverpool	posts. Capt. William H. Norton, of Post	1.16
	Federal Steel 48% 40% 48% 40%	per bus, 3d, February; London, per quar-	5, is President; Newton Ferree, of Post 1,	
	Federal Steet, pfd	ter, 2s 9d, February; Glasgow, 2s 6d, Feb-	Vice President; J. R. Brown, of Post 2, Secretary, and I. W. Stone, of Post 15,	HP
	Hillinois Central 132 135 135 131 132	ruary; Belfast, 2s Md, February; Dublin.		bu
	Louisville & Nashville 19 88% 89 89%	2s 3d, February; Bristol, 2s 3d, February;	Treasurer.	m
	Metropolitan Traction 16 % 163% 162% 162%	Laith 2s to 1.24 Pohenson Cock 2s February;	ent, and, of course, all the details connect-	he
51	Manhaffun Elevated 114 5 11656 114 5 11654	Leith, 2s 10 1-2d, February; Cork, 3s, Feb-	ed with the management of the home	GE
	Missouri Pacific 86% 86% 86% 86% 86% 86% 86% 86% 86% 86%	ruary; Denmark, Sa@Ss Sd, February;	come under his immediate direction. Any	an
	M., K. & T., pfd 50% 50% 50% 50%	picked ports, 2s 71-2d@2s 9d. February;	voteran of the civil war who really needs	V.
	New Jersey Central 150 150 150 150	Antwerp, none offered; Bremen, 40 pfgs,	help is entitled to the privileges of the	pr
	New York Central 14214 14214 142 142	February; Hamburg, 2s 3d, February;	home. At present there are about a dozen	60
	N. Y., O. & Western 314 314 314 314 Northern Pacific 83 84 825 834	Havre, none offered.	old veterans staying at the home, but at	1 3
	Northern Pacific, pfd 86% 87% 86% 87%	Butter-Market firmer. Creamery sep-	times there have been as many as forty	th
	Pacific Mail 44 44 44 44	arator, extra, 24@25c; extra Erst, 22@23c;	receiving shelter there at the same time.	er
	Penn. R. M	creamery first, 20@21c; creamery imita-	Captain Maxim stays at the home day	di
	Peoples' Gas 1934 1935 99 3934	tion, extra, 186119c; Iowa and Northwest-	and night, and is always ready to receive	
	Remaining first 71% 71% 71% 71% 71%	ern ladle, extra, 17@18c; do, extra first,	the veterans.	ar
	Bouthern Pacific 44 44 43% 43% 44%	16c; Western store-packed, 13@14c; Ohio	When an old soldier arrives his name is at once taken and entered in a book. If he	407
	Southern Railway 19% 20% 19% 20%	rolls, first, 15@16c; second, 13@14c; West	so desires he can consult with the officials	th
	Southern Ranges, pfd 70% 71% 70% 71%	Virginia rolls, first, 14@15c; second, 13@	of the home regarding his mission in	te
	Texas Pacific	14c; Elgin creamery prints, 1-2 lb, 276/28c;	Washington, and be advised, and this ad-	ri
	Tenn. Cost & tron 574 57 57	do, 1-lb, 26@27c; do, 2-lbs, 24@25c; Mary-	vice is often of great value to the old sol-	bi
	Union Pacine 83% 84 85% 84	land and Pennsylvania creamery prints,	diers who come here to get their claims	63
	Union Pacific, pfd 83 83% 83 83%	1-2-lb, 25@26c; do 1-lb, 24@25c; do, 2-lbs,	for pensions allowed, inusmuch as they	pe
	U. S. Leather 12% 12% 12% 12%	236724c.	are often sadly ignorant of the forms that	00
	U. S. Leather, pid 74 7414 75% 7474 U. S. Rubber 21 8 21 8 21 8 21 8	Eggs-The market was firm. Strictly	must be gone through in order to attain	th
	Walush, 110 254 28% 27% 284	fresh, 196020c; Western, 19c.	the desired end.	
	Wabseh, 7to	Fish and oysters-The market for fish	During the year ending June 30, 1899,	te
	Amaigamated Copper 88% 89 88% 89	was quiet. Bass, large, 10 2711c; small to	18,760 meals were furnished, and 9,084	80
	Erie 28% 20 26% 20	medium, 9c per lb, crocus, 4@5c; rock,	nights' lodging given to deserving vet-	fr
	Eric firsts 63% 63% 63% 63%		erans.	to
	The state of the s	bolling, löff 16c; medium, 13c; do pan, 8ff	Fome of the veterans who are kept at	
	Transportions on the stuck weeknows	10c; white perch, large, 9c; medium,	the home while they are awaiting the ac-	129

Transactions on the stock exchange during the week just ended aggregated 5.50,723 shares. Of this amount 2.694.472 shares represented the dealings in a dozen stocks, leaving 2,365,251 shares as the total of the other 180 properties in which there were dealings. Here are the post active twelve: Transactions on the stock exchange most active twelve:

	Shares.	Net change
St. Paul		
Kerthern Pacific		
Brooklyn Rapid Transit	280,510	Adv 25
Union Pacific	256,960	Adv 21
Southern Pacific	234,670	
Ene	206,910	Adv 1
Missouri Parific.	108.900	
Sugar	150,617	Adv., 15
Wakash pfd	153,780	
Mo., Kan. & Texas pld	156,575	Adv. St
Atchison	123,525	Adv. 3
Manhattan		Adv. 41

The prospect for a further advance in St. Paul this week is excellent. It may get to a higher price than any yet reached. This time the "deal" seems to be assured. The St. Paul stock will be exchanged for 31-2 per cent collateral

Now that the closing of the St. Paul transaction is assured, and the joint con-trol of this property by the Northern Pa-cific and the Great Northern about settled, attention in railway circles is being attracted to the Southwestern group of properties, which must be "whipped" into hape for the purpose of bringing about harmonious ownership of all of the im-portant railway systems of the country. Particular attention in the Southwest is portant railway systems of the country. Particular attention in the Southwest in attracted to St. Louis Southwestern, Missouri Pacific, Missouri, Kansas and Texas, as, and St. Louis and San Francisco. Entirely irrespective of what may be accomplished concerning the other properties, the St. Louis and San Francisco occupies a position which is most attractive to investors. Its carnings have grown at a very rapid rate, until it is now expected that dividends will be increased and sail leave in the Treasury a very substantial leave in the Treasury a very substantial surplus. Buying has come from banking houses, representing the purchases of the strategic position of the road in relation to its neighbors, but also its favorable position for increased income in the prosperous Southwest. John D. Rockefeller, who has secured an enormous block of the Missouri Pacific, and who controls the Missouri Pacific, Missouri Cardinal Properties. The South Pacific Properties. The Carnings have Grown and Surface Computer (Cardy Pripa Price (Carning) Quote per 100-pound lots: Grannal Card Cardy Pripa Price. Plant Cardy Price Review C

syndicate having more than 100,000 shares of St. Louis Southwestern stocks. The offer was declined, but Mr. Rockefeller was assured that the support of at least through the constitution of the constitution

The point is made that for at least a month past there has accumed to be quiet, but steady, buying of Southern Pacific stock on every recession in prices. This

same month of the previous year, and net \$787,146, an increase of \$65,749. For the six months ending December 31, the gross committed to the bull side for a long carnings were \$19,323,938, a decrease of

active securities, there were many big \$10,264 as compared with the same month of the previous year, and net \$255,396, a heavy losers, and the insiders in the long decrease of \$207,263. For the year ending December 31 the gross earnings were \$18, 995,728, an increase of \$891,205 as compared with the corresponding period of the previous year, and net \$4,929,193, a decrease of \$113,996. Fixed charges were \$3,521,561, leaving a surplus of \$1,467,682,

Federal Steel and Louisville and Nash-ville will sell "cx" dividend today. The outlook for both stocks is good for this week.

BALTIMORE PRICE CURRENT. Wholesale Provision and Grain Mar ket Quotations in Full.

BALTIMORE, Jan. 26.-Following ar today's quotations in the local whelesa provision and grain markets:

Wheat—Stock in elevators, 782,888 bus. There was an absence of receipls or of ferings of Southern, but the market rule firm and prices were fractionally higher in sympathy with the West. No. 2 rewas quoted nominally firmer at 77,1-2c. Corn.—Stock in elevators, 1.563.51 bus.
Southern was in limited supply and exclusively of white, which sold by sample for uptown delivery at 44 1-2c. There was a fair demand, and if here No. 2 white would have brought 44 1-5c and yellow er ern Facile Railway placed an order for 4.250 cars with the American Car and Foundry Company, while nearly every mixed 42.5-4. Cob steady at \$1.27.1-2 per road in the country was in the market for hil, for earload lots prime yellow on spot. new equipment. Railreads have been addnew equipment. Halfrage have seen adding to their equipment for the last few per, \$2.392.36. Western Early, \$2.25g years a large number of cars and rolling stock of all description, but the prisone of the transportation business is so great that hardly a railroad in the country is in a position to handle all the freight now ents, \$4.75; Baltimore High-Grade Family. \$4.65; Baltimore High-Grade Extra, \$4.25; Baltimore Choice Family, \$4.60; Maryland,

fresh, 196220; Western, 19c. Fish and systers—The market for fish was quiet. Bass, large, 19631c; small to medium, 9c per 1b. crocus, 465c; rock, polling, 156:16c; medium, 13c, do pan, 86 10c; white perch, large, 9c; medium. choice raw box, per bbl, \$2.50@4; medium, \$260; culls, \$1.50@2; terrapin, Chesa-

40c; owner, bulk stock, 75c@\$1 per hus; choice raw box, per bbl, \$2.50@4; medium, \$25@3; culla, \$1.50@2; terrapin, Chesas peake diamonoback, 7-in, per doz, \$48@60; c.in, \$10@15.

Green Irults and vegetables—The market was quiet. Apples, New York, per bbl, fancy King, \$2.00@75.0; do good to choice, \$2.25@250; Baldwins, per bbl, \$2.40@2.75; Greenings, \$2.50@2.75; do, No. 2s, all varieties, per bbl, \$1.25@1.50; beets, home grown, per bunch, 1@11-2c; carbone grown, per bunch, 1@11-2c; carbone, New York, per ton, \$13.00@17.00; home-grown, per 100, \$2.50@2.00; cranberries, Cape Cod, per bbl, \$5.00@10.00; do, per box, \$2.50@2.75; celery, Michigan, per dozen, \$2.50@76c; home grown, per bunch, \$2.50@2.60; do, New York, per doz, 50@70c; home grown, per bunch, \$2.50@2.50; do. \$3.50; box, \$1.50@2.00; onions, New York, yellow, per bus, \$50; owner plants, native, per bunch, 2@2.1-2c; oranges, Florida, per crate, \$3.40@3.70; string beans, Florida, per crate, \$3.40@2.70; string beans, Florida, per crate, \$3.70.

93.00; pineapples, Florida, per craie, \$3.40 (93.70; string beans, Florida, per bas, green, \$1.509(\$2.00; spinach, home grown, Fis bus box, 20635c; attawherries, per quart, 20650c; turnips, native, per bus, 25630c; tomatoes, Florida, per 6-basket carrier, Quarterback, Dr. Carrick, 101; Egyptian Prince,

purchase outright the holdings of one kiln dried, per bbl, \$1.25@1.50; do, per

was as used that the support of at least three of the present directors of the company would be given to any plan which he might propose which would benefit the properties in that territory.

per bbl. \$1.50@1.75.

Poultry—The market was steady. Of fowls, 81-2c per lb; springers, 71-20.10c per lb; roosters, 25c apiece; ducks, 100.11c per lb; turkeys, 80.10c per lb; dressed chickens, 90.10c per lb; dressed per lb; turkeys. Sg lsc per lb; dressed chickens 9610c per lb; do ducks. 10611c per lb; do turkeys. 3611c per lb. Green coffee - Market steady. No. 7 (Ric

month past there has accomed to be quiet, but steady, buying of Southern Pacific stock on every recession in prices. This stock of every recession in prices. Th

Cotton-Market was duil; middling, 7-8c; strictly low middling, 9 3-4c; low middling, 9 5-8c. Stock in Baltimore

ANNUAL TRADE STATISTICS. The Tables of Exports and Import for 1899 and 1900.

The detailed tables of the imports and been completed by the Treasury Bureau o Statistics. They show the imports and ex-ports of the calendar year 1900, by great classes, compared with the preceding year as follows: 1899.

e Articles	in a crude	(mont/4/4 5) 4/6/4	- the end of the end o
Ariteles	on for do- industry manufac-	267,567,860	280,359,40
Articles	for use in ical acts manufac-	75,087,687	84,785,196
consum	ready for ption	115,364,400	132,443,646
e fary us	e, luxuries,	107,669,676	112,101,88
s. Domes	mports		\$829,010,33
d ture	of agricul-	F782,133,405	\$904,658,953
d facture	of manu-	280,787,891	441,406,933 89,222,905
Products	of forest of fisheries		51,481,144 8,074,68 5,169,62
le			\$1,452,613,600

Totals exports...\$1,275,467,971 \$1,477,949,660

The Soldiers and Sallors' Home. To the Editor of The Times: tle is heard in Washington, is the ex-Soldiers and Sallors' Home, at 305 Missouri Avenue. The Home, which is maintained under the direction of the various G. A. R.

nights' lodging given to deserving vetcrais.

Fome of the veterans who are kept at
the home while they are awaiting the action of the Penson Bureau on their respecifive cases are and wrocks, of the
spiendid nolders that made up the Pederal
army in the early 67s.

One old man, who is waiting for Congress to take action on a bill allowing him
30 a month is paraitzed from his waist
down, and is unable to move. He is utterly dependent upon others for assistance, and even has to be fed by others.
Many others are similarly afflicted, but
with all their misfortunes they are cheful and hopeful that the Government will
allow them their just dues.

Many of their stories are extremely interesting, aithough often pathetic. When
their cases are decided the old veterans
generally leave for their homes. Often the
local G. A. R. members become interested
in cases of old soldiers who come to the
home, and often render them valuable assistance.

Although much good is done with the
small appropriation now allowed by Con-

Although much good is done with the small appropriation now allowed by Congress, it is with difficulty that the home is properly maintained. However there is generally a way found whereby any deserving veteran who seeks a pension in Washington may receive food and shelter during his sojourn here.

1) W. ROBINSON.
Washington, Jan. 26, 1961.

THE RACING CALENDAR Entries at New Orleans. NEW ORLEANS, Jun. 27.-Entries for Monday

First race—Scorpolette, Porter R. Aragus. Second race—Georgie, W. J. Deboe, Trinditza Third race-Major Mansir, Admetus, Pat Gar tt. Feurth race—Ton Kingsley, Georgie, Aloha H. Fifth race—Geey Forge, Col. Cassidy, Tillie W. Sixth race—Kenova, Gray Dally, Zack Phelps.

FALSITY OF THE CLAIMS

Interesting Side, Lights on the Ship Subsidy Scheme.

he Tariff Reform Club of New York Points Out Some of the Absurdities

NEW YORK, Jan. 27 .- The Tariff Reorm Club has issued the following regarding the Ship Subsidy bill:

"That a volunteer 'committee,' with an ye single to its own profit, should pose is patriots, is in accord with settled precedent. Therefore it was as natural that 727 (the pending Subsidy bill) should be introduced by the following preamble

"Whereas the profitable employment of the surplus productive power of the farms, factories, mines, forests, and fisheries of the United States imperatively demands the increase of its foreign commerce; and

"'Whereas the merchant vessels, officers, engineers, machinists, electricians, and seamen necessary to the increase of the commerce of the United States, are also essential as auxiliary to the forces of the United States in time of war and otherwise, and to the better security of the nation and the protection of its ver-

"Whereas it is deemed especially ex-pedient to make immediate provision to these ends."

It was also natural that it should be framed exclusively for those who proposed to hire themselves at their own price, and

any representative either of the agricultural classes, wage earners, seamen, or of our Navy or War Departments.

"Experience has also taught us to expect the substitution of the bill are believed to help the substitution from the Treasury raid thus planned."

"So far is the bill from helping or being intended to help the export trade, that, but less than 5 per cent of vessels bound to this country arrive in ballast, but less than 5 per cent of vessels bound to this country arrive in ballast, but less than 5 per cent of vessels will be substituted to the general subsidy feet one handerd miles) to draw full substitute a sill leaving the appeal substitute a sill leaving the appeal substitute a sill leaving the appeal substitute of the carried.

"Again, the shipping which it is proposed thus to substitute a substitute of our exports—that such that is the substitute of our exports—that such that is the substitute of the carried.

"Again, the shipping which it is proposed thus to substitute a substitute of our exports—that such that the substitute of the carried.

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"Again, the shipping which it is proposed thus to substitute a substitute of the carried that is the carried that the carried that is the carried that the world put of the carried that is the carried that the carried that is the carried that the carried that the carried that is would not provide additional markets for American materials; since the complete to use American materials; since the complete to use American materials; since the control of the carried that the provisions of the bill these are now almost exclusively used that it would put our shipyards at the substitute of our exports—thus leaving freights to depend upon the rate at which the other nine-tenths will carry cargoes, and leaving the substidition of the carried that the carried that the carried that the carri

carry American exports.

"Finally, the highest subsidies, as explained below, are given to ships that rot merely do not but cannot carry any considerable export cargo—a fast passenger steamer of the 'International' for examle, receiving eleven times as much sub-

for Government use is even more absurd. The vessels now building by our own Government and others now average above twenty-three knots, while of all ships in existence, or likely to be induced by this bill, there are only four-of twenty knots—of above seventeen knot spacd, and none other likely to be built, as testified to by its own promotors. It needs no argument to suggest how useless would be transports and cruisers that could neither fight nor run. nd how fatal to the efficiency of fast war essels would be ships, to accompany or crotect which they must delay their

"Again. Most ships that the friends of this bill claim to be available for Govrament use are now getting mail subsidies under the law of 1891, by which the are already expressly reserved for Gov ernment use in case it chooses to take hem, and in addition compelled to be fit-ted for such use by requirements more rigid than those proposed by the penting bill, which, giving them a larger subsidy, expressly permits them to cancel their ending contracts. So far, therefore, as oncerns use for transports or cruiser; he proposed bill instead of putting bet er vessels at the service of Government ctually releases those now at its disposa-rom the requirements of fitness therefor which they are now subject.

"More indicrous, if possible, is the sug-gestion that fast foreign mails would thereby be promoted, or that there should be credited against the gross \$9,000,00 per annum, the subsidy proposed, any considerable sum as offset for mail car-riage, thus secured not otherwise paid for. As already noted, this bill is expectod to induce the construction of no ships of over seventeen knots; and its induce-ments as to speed stop with ability to nake twenty-one knots on a test run

"So far is this behind even pres-ent requirements that, although the In-ternational Company—which would re-ceive the lion's share of so-called speed subsidy received in the last fiscal year two-thirds of the total amount paid by our government for carriage of foreign nails from New York, the postoffice found mails from New York, the postoffice found its services so inadequate that it hired British and German steamers at one-half the cost to carry three or four times as much mail. Nothing could be more worthless than the right of Government during the next twelfty years to have its mails carried by ships which, in large measure, are now too slow to be trusted with these

with them.

"Most contemptible of all is the pretext that this bill is intended to help the American seamen. It provides that subsidized ships (1) have one-quarter of their crew either citizens or those intending to become such; (2) that one American boy be employed at seamanship for every thousand tons of shipping, and (3)

"There goes a man with a very interesting kistory," said the clerk in the book store, "You don't say!" enquired the customer.

Curse DRINK

WHITE RIBBON REMEDY

Without Patient's Knowledge.

White Ribbon Hemedy will cure or destroy the discased appetite for alcoholic stimulants, Mason's Browns Cure Constipation O. K. to the Morning whether the patient is a confirmed inchesate, "a tippler," social drinker, or drunkard.
Impossible for anyone to have an appetite Impossible for anyone to have an appetite for alcoholic liquors after using White Ribbon Mason's Whites Cure Sore Throat Reduce Inflammation Remode By peal \$1. Trial package free.

Mrs. A. M. Townsen!, Secretary Woman's Christian Temperance Union, Defroit, Mich. Sold by all druggists, and in Washington by Stevens' Pharmacy, not Pennsylvania Avenue.

substitized for the year at \$2 per ton in case they run three months—he given \$1 per month during the time they are actu-

'As to these provisions (i) is nullified "As to these provisions (i) is nullified by the express provise that if the master cannot reasonably secure one-quarter American crew he need not do so; (2) made innocuous by provision that the American boy need be paid only what his services are worth; and by (3), no mini-mum wage being provided, our Govern-ment would simply pay \$1 a month of the wages fixed by ordinary competition, for which the American fisherman would still

of the Bill - Pretences That tack
All Confirmation - Running in
United Made a Paying Business.

Finally, since the ships which would
get the most of the subsidy must now,
under their mail contracts, have one-half of their crew Americans, and not merely to employ the same number of American boys, but educate them as petty officers, the net result of the pending bill—which expressly releases these ships from their

expressly releases these ships from their present contracts—would be to employ fewer American sailors and fewer American boys and to decrease inducements offered the latter to go to sea.

"Scarcely less preposterous is the claim that either American shipowning or American shipbuilding in general will be increased by the proposed subsidy p'an. It is true that by our navigation laws, which prohibit the importation of ships and obscene literature, our investment in shipping is largely kept under foreign flars. This bill, however, proposes—in flags. This bill, however, proposes in the case of its framers, who have been investing American money in foreign ships—that their ships shall be admitted to American registry; left that anybody who has done the same thing since January 1, 1839, when they were ready to put this bill in, shall be barred from that

privilege.

"As to the classes of ships now most called for and most economical in operation, our shippards are already crowded. to their utmost capacity by orders for such without reference to subsidy; and for the largest and most advanced type of all-steamers larger than any horetofore built-contracts for two have lately been given to an American shippard whose bid was from \$400,000 to \$500,000 each lower than British shippards. American shipbuilding leads the world to-

pecketing the Government subsidy, to charge full freights.

"Furthermore, 5 per cent of our shipping outward, and 20 per cent of that inward bound, is already running in balast. Subsidy not on cargo must greatly increase the extent to which ship owners will thus run rather than take unfavorable according to the contractors. The subsidy being given necording the contractors. The subsidy being given necording the contractors.

will thus run rather than take unfavorable will thus run rather than take unfavorable charters. The subsidy being given according to the tested speed of the vessel, and not by the rate run, a fourteen knot ship drifting about at a ten-knot rate could actually run with profit, as compared with waiting for cargo, and would thus be paid by our Government, to lie idle and not carry American exports.

Available.

"Again, as to new construction required to offset either American or foreign built vessels now running—Commissioner Chamberlain notes, at page 50 of his report for 1800, that tonnage now constructing in the United States, whether for consting or foreign trade, could be offered as that required to offset tonnage in operation.

ation.
"The result is obvious when one com-pares the list of subsidy expectants with. that of those row building ships in the United States—see above as to building for foreign trade alone. To sum up, the sidy in proportion to cargo as would a standard freighter of the best class.

"The pretence that auxiliary cruisers and transports would thus be provided for Government use is even more absurd. The vessels now building by our own Government and others now average above twenty-three knots, while of all parts of the provided subsidy for their present ships in conditioned that they build here new shipping, that, in large part, they had already ordered."

IS DANCING ON THE WANE? A Balletmaster Who Sees the Art Passing Away.

(From the Chicago Chronical.) One of the well-known ballet trainers of all within a very few years. You see, dancing is not meant to be distorted as it now is. To dance one must be graceful, but to dance after the prevailing bullcom fashion one must be very angular room fashion one must be very angular.

In the first place, there is nothing to dance. People no longer waltz, and when they do waltz they do not waltz well; it is a kind of awkward whirling around, with no opportunity or design for a graceful movement. All that was graceful about the waltz of the past has been ful about the waltz of the past has been taken from it to please the hopper, who would prefer to whirl around on one too, with no thought of dancing. How can one expect that it would be any different with this two-step turning everyone's head? No one can think to dance well when all he dances from one month's end to another is the two-step. There is nothing graceful about that. You can't get any kind of training out of it. It is no dance. Did you ever analyze it?" The master began to dance, turning from the evolutions of the old-fashioner dances to the waltz and the two-step With his hands on his hips he glided back and forth, all the while smiling cynically. "Can't you see how very foolish it is?"
he said. "Can't you see there is nothing
to this wonderful two-step? One doesn't
have to dance—just take so many glides
turn, glide again and again turn. Where

turn, glide again and again turn. Where is your opportunity for grace. Where is your opportunity for skill? Every man, woman, and child in the country could do this if he wanted. Our only good fortune is that they do not want to."

But what difference does it make that the two-step is, as you say, a dance anyons can do? Does a thing need to be difficult in order to be resulted." uit in order to be popular?" some sked him. That is the secret of the whole thing-

I does have to be just that. No one wants to dance something every living creature ran dance, and if they do they ought not to for it is a bad thing for our profession. I can't see what the society masters live on with this kind of thing going on, and you know they do protest. They tried to

(From the Philadelphia Press.)
"There goes a man with a very interintery." said the clerk in the book store,
"You don't say?" enquired the customer.
"How do you know?"
"I just sold it to him."

A most licerty actions is always extended to Heurich' beers, because the people know that Marzzen, Senaic, and Lager are pure and are breved of the best malt and hops. 'Photo 634, Arlington Bottling Co., for a case,

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A REMARKABLE SHOWING

The Record Made by Manufacturers in the Last Decade.

Increase in Importations of Materials Shown by the Figures, While Exports of Finished Goods Have Grown in Greater Proportion-A Comparison of the Statistics.

The record made by the manufacturer f the United States forms the most striking feature of the history of our for ign commerce in the period extending from 1890-1900. The Treasury Bureau o Statistics has just completed its analysis of the record of our foreign commerduring the cale dar year 1900, and a com-parison of the figures thus presented with those of 1890 and the intervening years discloses some interesting facts.

It shows a remarkable increase in the and an even greater increase in the ex in the importation of manufactures there is a decided decrease, showing that the manufacturers have not only increased their exportations, but also increased the share which they are supplying of the manufactures consumed in the States.

The importations of foodstuffs have also decreased, while the exportations of foodstuffs have materially increased, showing that the agricultural producers have both increased their exportations and the share which they supply of the agricultural products consumed in the United States

Dividing the importations into three great classes-First, foodstuffs and live

to \$219,229.205 in 1960, while the exportation of agricultural products increased from \$425,779,597 in 1899 to \$364,638,928 in 1860. The importation of food and live animals shows a decrease of 15 per cent in 1890 as compared with 1899, while the exportation of agricultural products shows an increase of 44 per cent in the same time. Imports of manufactures and luxuries show a decrease of 15 per cent in 1890 as compared with 1890, while imports of manufacturers materials show an inmanufacturers' materials show an in crease of 29 per cent, and exports of fin ished manufactures an increase of 181 pe

cent in the same time.

The following table shows the importa-tion of foodsuffs and live animals, manu-factures and luxuries, and manufacturers materials in each year from 1890 to 1900; Food and Manufac

Manufac-tures and Iuxuries. \$250,730,040 231,202,368 251,477,251 230,447,210 182,740,805 248,110,561 108,050,754 202,102,357 1000,018,572 287,388,007 276,106,310 263,548,575 263,548,775 263,186,741 200,104,413 187,829,802 229,077,787 219,077,787 188,751,333 226,081,075 244,545,532

The following table shows the exporta-tion of agricultural products, manufac-

year f	and miscelle rom 1899 to eing include	1909, doment d:	ic product
	Agricultural		Miscellanes
Year.	products.	Manufactures.	products
600	\$418,779,597	\$107,170,500	\$60,005,0
1971	7303,085,335	168,600,603	58,653.4
8/90	712,530,830	152,397,392	\$5,300.0
895		177,410,288	\$5,247,0
894		177,786,000	55,839,4
895	545,715,881	201,153,663	60,672,6
895		253,688,527	68:190.1
807	736,994,792	279,619,808	69,922,6
684		307,934,994	75,717,5
9000		380,787,891	199,611,9
1960	904,655,938	441,406,012	100,047,7

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del-rod-tf

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tage resident are elaborate, comprehensive and attractive. Our patrons may rest assured that the sale of intoxicating liquors, horse-racing, gambling and gambling devices will be strictly prohibited.

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